

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

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Sword, Roy E
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Jacksonville AR 72076-0000

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The newsletter dedicated
to Falcon lovers
... everywhere!

The *Falcon* News

WIN THE "CAR OF THE YEAR" IN THIS EXCITING
HEINZ SOUP SALE SWEEPSTAKES



NOVEMBER 1987

Vol. 9, No. 4

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076 (501) 982-3260.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143.

Phone (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076.

Phone (501) 982-1029

Partsmaster: Dave Jones, P.O. Box 565, Parachute, CO 81635 (SASE required for reply)
(303) 285-7397.

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024.

BOARD OF DIRECTORS (Number of years in term)

Tom O'Dell, 417 Valley View, East Alton, IL 62024 (618) 259-3052 (5).

Steve Springer, 3924 Camino Drive, Plano, TX 75075 (214) 578-1138 (4).

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212 (913) 381-5679 (3).

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134 (901) 386-5894 (2).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827 (517) 663-4263 (1).

REGIONAL DIRECTORS

EASTERN: Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507 (813) 792-0282.

CENTRAL: David Humes, P.O. Box 16, Oakwood, IL 61858 (217) 354-4825.

MOUNTAIN: Joe Hannebrink, 8094 Kline Court, Arvada, CO 80005.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011 (206) 488-9184.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

THE FALCON CLUB STORE

Falcon Club of America T-Shirt (short sleeve, white/red trim)	
Adult - S, M, L, XL; Child's - M, L	\$ 7.00
T-Shirts (white w/screen print colored pictures) 60-63 or 64-65 or Early Rancheros or 65 Rancheros S, M, L, XL	7.00
Sweatshirt (grey, navy, black, white/blue trim-FCA logo) give 2nd choice on color S, M, L, XL	13.00
Golf shirt w/pocket, collar/FCA logo (blue, yellow, grey/black trim, navy/white trim, tan) give 2nd choice on color S, M, L, XL	13.00
Hat (mesh ball style w/FCA patch or winter weight) red	6.50
Sun Visor w/screen print FCA logo (blue)	5.00
Convention Booklets (1980-1986)	.50
Books: 1960 Reproduction Shop Manual (includes V-8)	30.00
FALCON/Ray Miller (hardcover 320 pages)	35.00
1963 Owners Glove Box Manual	12.50
Ford Falcon 1960-1970 (100 pgs. 180 ill.) Collection of articles from automotive magazines	13.00
1964 Sprint Owner's Manual (8 x 4 1/4) 11 pgs.	4.00
1963 Falcon Sprint road test (8 pgs. 18 ill.)	4.00
Decal-National Club (for window)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch FCA (9" round)	6.00
Jacket Patch (7" x 3 1/2 oval, blue & gold) Ford Falcon w/bird emblem	4.50
RANCHERO (rectangular 1" x 4")	2.50
FALCON with year (60 thru 70 plus 63 1/2)	3.50
Memo Pad (FCA imprint)	.50
Ball Point (FCA The New Size Ford Imprint)	.75
Falcon Fender Cover (24" x 47" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	4.00
License Plate (Falcon Club of America-white/red letters)	4.50
Bumper Sticker (I (heart) My Falcon) new vinyl	2.00
Can Coolers (foam rubber) FCA logo-various colors	2.50
Pins/Hat Tacks: All pins	2.25
Falcon Script (Silver)	Falcon Bar (red/white/blue) Large
Futura Script (Silver)	Falcon Bar (red/white/blue) Small
Ranchero Script (Silver)	Silhouette of 1960-63 Ranchero
Sprint Script (Silver)	Silhouette of 1963 Hardtop
Falcon Script w/year (Silver)	Silhouette of 1964-65 Hardtop
(1960-1970 except 64 N/A)	Futura Bar (red/white/blue)
289 Sprint V	White Square w/Ranchero print
260 V	Ford Restorer
289 (white/blue)	Ford #1 (red/white/blue)
289 V	Ford (square blue/white)
Ranchero Bull Head	Ford Motorsport (white square)
LIMITED EDITION BELT BUCKLE (oval FALCON)	10.00

POSTAGE PAID IN THE U.S. • PLEASE STATE SIZE

Canada & foreign orders please send money order and include \$2.00 postage. Please make checks and money orders payable to Falcon Club of America. Send all orders to: ELLEN O'DELL, 417 VALLEY VIEW DR., EAST ALTON, IL 62024.

PARTS FOR SALE

Used parts, 64-65 fiberglass hood \$185; aluminum bell housings 1-5 bolt, 1-6 bolt, \$65 each; 64-65 vent windows-excellent \$150; 64 Futura panel-excellent \$150; many other N.O.S. and used parts. Add 10 % shipping. Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303. (518) 355-7756.

NOS Falcon parts—two 64 chevrons \$300 pr., two 64-65 hood ornaments \$195 ea., 63 radiator hose \$20, tune-up kits (in canister) \$15 ea., 63 144/170 rocker shaft assembly \$30, two repro. Ford Script headlights \$20, 65 lighter knob and element \$10, two 64 headlight doors \$250 pr., two 64-65 taillight buckets \$225, four 64 taillight lens w/backup \$15 ea., two 4 spd. backup switch assembly \$20 ea., 63 antenna kit \$55, 64 2 spd. wiper switch \$25, two 64-65 parking lamp doors (R.L.) \$30 ea., two 64-65 wiper pedal pump assembly \$30 ea., 64-65 door edge guard \$25. Add 10 % shipping. Vic Falcone, 3074 Old State Rd., Schenectady, NY 12303. (518) 355-7756.

V8 conversion parts—include 3 spd manual trans., 3:00/1 rear end, 5 lug spindles, drag link, steering box, \$250. Pick up only. N.O.R.S. heater cores—excellent repro., \$39.95; 67 Falcon owners manuals, NEW, \$12.50; carpet sets 80/20 orig. loop curl OEM specifications—jute backing, heel pad, serged edges, \$135. SASE with needs. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601. (914) 471-7769.

64-65 Falcon hoods \$75, doors complete with windows \$50, trunk lids \$75, 170 6 cyl engines-complete \$250, 3 spd trans.-complete (long tail shaft) \$150. Also lots of misc. parts from parted out Falcons. Send SASE w/needs to Franklin Hoover, 3124 Lewis Rd., Columbus, OH 43207. (614) 491-5770 evenings.

PARTING OUT

63½ Sprint 2 dr. Hdtp., V-8, 4 speed; 63½ Futura Conv., 6 cyl., 4 speed; 65 Futura 2 dr. Hdtp., 6 cyl., auto., power steering; 62 2 dr. Sedan. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

PARTS WANTED

Looking for NOS parts for 67 Futura Sports Coupe. Write and let me know what you have and price. Roy Sword, 629 N. Hospital, Jacksonville, AR 72076. (501) 982-1029.

Bucket seats for 64 Falcon Convertible. Original convert seats only, prefer red. Dale Emaar, 10550 Tomkinson, Scotts, MI 49088. (616) 327-5354.

Falcon A/C parts. 1 part or complete systems. Call or write for want list. Classic Auto Air Mfg. Co., 2020 W. Kennedy Blvd., Tampa, FL 33606. (813) 884-3681 or 251-2356.

65 Falcon Futura 2 dr. HT—good used horn ring. Lance Forest, Rt. 5, 125 Sanders Creek Rd., Newport, NC 28570. (919) 393-2993.

MISCELLANEOUS FOR SALE

Falcon literature collection, 1960-71. Fabulous group of brochures, manuals, ads, post cards, some very rare. Over 130 items, \$400, list for serious players only. Neal East, Box 3254, Alhambra, CA 91803. (818) 282-7239.

1987 Falcon Calenders, last chance, \$4 each plus \$1 shipping. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

MISCELLANEOUS WANTED

For 67 Falcon—Any type literature, sales brochures, picture ads, driver's reports or magazine articles. Write Roy Sword, 629 N. Hospital, Jacksonville, AR 72076. Or call (501) 982-1029.

CHAPTERS

The Alamo Chapter

Alvin Harris, 16410 Spruce Cove, San Antonio, TX 78247. (515) 653-5108.

The Arizona Chapter

Glen Beam, 18829 N. 12th Avenue, Phoenix, AZ 85027.

The Carolinas Falcon Chapter

Butch Willis, 403 S. Lane Rd., Mt. Holly, NC 28120. (704) 827-5982

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Eastern Virginia Chapter

Sam McCutchen, 5816 W. Hastings Arch, Virginia Beech, VA 24462.

The Founder's Chapter

Ezra Wingfield, 8201 Westwood Ave., Little Rock, AR 72204. (501) 565-4031.

The Gateway Chapter

Richard Tribout, 25 Raintree Ct., St. Peters, MO 63376

The Greater Bay Area Chapter

Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

The Hoosier Chapter

Clifford Smith, 351 West St., Franklin, IN 46131. (317) 736-5597.

The Lone Star Chapter

Marty Martin, 2910 O'Henry, Garland, TX 75042.

The Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE 19933. (302) 337-8175.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Ronald Brown, 1044 Sable Blvd., Aurora, CO 80011. (303) 364-6127.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911. (414) 731-2708.

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817.

The Northeast Chapter

Vinny DeLucia, 208 Highland Dr., Waterbury, CT 06708.

The North Star Chapter

John Mackay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northwest Falcons Chapter

Steve Mitchell, 4923 Seaview Way, Everett, WA 98203. (206) 348-3209.

The Rocky Mountain Chapter

Dave Jeffries, 4810 Nightingale, Apt. F-206, Co. Sprgs., CO 80907. (303) 593-1450.

The Southeast Chapter

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575. (813) 797-6817

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

President's Message

This month I would like to talk about the newsletter. I think our newsletter is one that is very good. But, to keep it that way, we need your input.

Starting this month, we will be adding four additional pages. These four pages will be for pictures and articles. Be sure to send the editors write-ups and pictures on your chapter events. Members, send in the pictures and stories of your car.

Keep *The Falcon News* (the **Most** important link of our club) good.

Be sure to help the Editors.

Happy Thanksgiving,
Roy Sword

Editor's Message

Hope you are all enjoying the fall season. This is a beautiful time of the year to get out and enjoy the activities of your local car club.

We have a special message for all presidents and secretaries of the local chapters. Please let us hear from you. We need your monthly meet reports and calendar of events. Please take pictures of your Falcons at these events and send them to us. Members are telling us that they really like the photos of Falcons in the newsletter so why not send some today and help us out.

Now a special message for the general membership. Roy has told you we are adding four extra pages to the newsletter so we do need your help in filling these up. Please take time this month to drop us a line and let us hear from you.

Thanks for all your help.

Bill and Kathy Woodell, Editors

1965 HARDTOPS AND CONVERTIBLES ROSTER

I am putting together a roster of 1965 Hardtops and Convertibles. Please send your complete data plate information, and also if there has been a change from six to V8 or 3 to 4 speed, etc. Please include parts cars.

Mike McCarty, P.O. Box 1114, Red Bluff, CA 96080.

★ ★ ★ NOTICE ★ ★ ★

PROPOSED NEW CHAPTER IN SHREVEPORT, LA. AREA

Those interested in starting a chapter in the Shreveport, La., area which would also include those interested members from Ark., Texas, and Okla. in our vicinity, send SASE to Len Bryce, 2636 Mimosa, Shreveport, La. 71108. (318) 636-0337.

PROPOSED NEW EASTERN PENNSYLVANIA CHAPTER

The FCA Board of Directors has approved the location of a chapter to be formed in Eastern Pennsylvania and surrounding vicinity. Interested Falcon enthusiasts should send a large self-addressed, stamped envelope for a membership application to Ed Snyder, 818 W. Callowhill St., Perkasie, PA 18944. (215) 257-2422 after 6 p.m. EST.

63½ Futura Sports Conv. 6 cyl, auto; new interior, carpet, top, boot; well, no rust ever on frame or top frame. Red with red interior, \$2,600. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

64 Falcon Sprint Conv., white with black top and interior, 260-V8 with T-10 4 spd.; 118,000 miles on body, 600 miles on rebuilt stock motor; original Alabama car, stored winters, excellent condition. Sacrifice \$5,000. Frank Delkov, 35259 Kelly Rd., Mt. Clemens, MI 48043. Home (313) 792-1134, Work, (313) 778-4120.

64 Futura Conv., 81 restoration. New top, carpet, chrome, rebuilt 170 cid., etc. Must sell, \$3200 OBO. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601. (914) 471-7769.

65 Futura 4 dr. Station Wagon, rare deluxe Futura model, V8, auto, air cond., power steering, elec. tailgate window, roof rack, tinted w/s, rear air shocks, proper gas cap, rare children's door locks, rear air deflectors, new headliner, carpet, grille, front seat. No rust ever, needs paint, runs good but high mileage, \$1200. Neal East, Box 3254, Alhambra, CA 91803. (818) 282-7239 evenings.

65 Falcon 4 dr. Sedan, excellent condition, 6 cyl., 3 spd., limited slip rear, am/fm stereo with 4 speakers, rear defroster, Stewart Warner Gauges, black w/red interior, unre stored, family owned since new, \$2500. R.J. DeAngelis, 744 Kings Hwy., Swedesboro, N.J. 08085. (609) 467-1831.

PARTS FOR SALE

Complete set 64 Futura Hrdtp. and Conv. outside trim includes chevrons and tail piece, \$75 for everything; 1 pr. V8 spindles and drums \$50; NOS 5 bolt 14" wheel and tire, mounted in perfect shape \$40; 66 pushbutton radio \$20; complete set outside trim 66 Ranchero includes V8 flags, script, steerheads, hood and tailgate letters, \$25 for all. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

Falcon 1960-1970 N.O.S. upholstery fabrics. Original cloth and vinyl yardage. Send sample for match-up. Original 80-20 rayon-nylon loop carpet sets, headliners and trunk mats. SASE please. 1965 Original seatcover sets. Original Auto Interiors, 7869 Trumble Rd., St. Clair, MI 48079. (313) 727-2486.

Fordomatic 2 spd rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels), front and rear seals, sealing rings, \$70; specify engine size and year. Bands \$30 ea., adjustable modulator \$8; bushings, washers, pumps, and misc. hard parts available. Kits, bands, and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065, evenings.

Two long, new p.s. hoses for 64 Falcon V8 \$25, two short p.s. hoses for 64 Falcon V8 \$15, Pittman arm \$15, 64 used Falcon grill \$30. John D. Sizelove, 2002 So. "J" St., Elwood, IN 46036. (317) 552-5605.

2 V-8 4 spds., doors 60 to 65, all hoods. Charlie Fike, 4128 Converse St., Fremont, CA 94538. (415) 651-1389 or SASE.

V-8 auto. from Sprint, ran good, chrome covers too! Complete distributor & carburetor, \$325 or best offer. 65 early 5 bolt 289 4 bbl motor, \$75. NOS 63 Grilles & head lite doors \$50 ea. and \$27 ea.; one 62 Grille, \$110; 64 Grilles, \$60. 4 bolt front & rear parts. 5 bolt front & rear parts. "A" frames, spindles, drums, etc. Front doors--2 dr. Sedan, Wagon, or Ranchero 60-63, \$25. Four doors 64 & 65 Falcon and Comet \$15. Parts from a 62 4 dr. wagon. Passenger door of 63 conv. \$100. Terry Dalsky, 1800 April Lane, Stevens Point, WI 54481. (715) 344-3292.

Convertible top (red), bows, etc, all in one piece. Three chrome trim for 63 rear deck; also for 63, top cylinders, hoses, pump, motor, wiring harness, dash switch and base plates. Total price \$150 or best offer. Robert Herrault, 75 Akron Rd., Lake Worth, FL 33467. (305) 433-5646.

62-63 Falcon parts, red console from 62 Wagon \$40. Conv. Bucket Seats \$50. V8 8" 3.25 complete rear end \$60. Borg Warner T10 Tail Housing for 63-65 4 speed \$90. Also have 221 V8 motor \$150. offer. Joe Zuccolillo, 1990 Oak St. N., Clearwater, FL 34620. (813) 530-4888. Have ans. machine.

61 and early 62 Futura wheelcovers, 7 to choose from, good to very good condition. \$15 each; \$12 each for 4 or more. Richard Clark, 75 Thayer Rd., Manchester, CT 06040. (203) 649-8520 after 5 p.m.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the editor. All ads must be received by the 10th of the month to appear in the next month's issue of *The Falcon News*. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN *THE FALCON NEWS*. ONLY WHERE SPACE PERMITS. SEND CHECKS PAYABLE TO FCA.

COMMERCIAL AD RATES: FULL PAGE... \$50.00 QUARTER PAGE... \$20.00
(Price per month) HALF PAGE... \$30.00 BUSINESS CARD... \$5
1/4 page photo ad \$15.00 for members \$25.00 for non-members

Only Falcon-related ads will be accepted for *The Falcon News*. **Warning** - The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know any experience, good or bad. The Falcon Club of America has the right to reject any or all commercial ads.

CARS FOR SALE

63 Futura Conv. 6 cyl., 4 spd., white outside, red inside, restoration is completed, \$6900 or may trade cash and ?; Falcons only. Charlie Fike, 4128 Converse St., Fremont, CA 94538. (415) 651-1389 or SASE.

64 Falcon 2 dr. Station Wagon, original black paint, 100 louvers in hood, fresh 289, #30 crane cam & lifters, new pistons, chrome moly rings, ported polished heads, hedman headers, holly intake, carb. and valve covers, much more in engine—0 miles, 67 Mustang H. D. 4 spd., 67 Fairlane rear end. Much more, \$5,000. William M. Frederick, Sr., 19 East Ave., Swedesboro, NJ 08085. (609) 467-4286.

66 Falcon Ranchero, V-8, 289, 80,000 orig. miles, 3 spd. manual, needs some body work, runs, \$500. Don Masternak, 26472 W. Mich. Ave., Albion, MI 49224. (517) 629-8634 after 5:30 p.m.

Want to convert your 6 cyl. **Falcon 60** thru 65 to a V-8?? **65 Futura V-8 Wagon** -- was a factory 289 car, now has a '71 302 w/C4 auto. Drive home all the parts you need. Front 5 bolt suspension, rear 5 bolt 8", drive shaft, motor mounts, steering sector & tie rods, radiator, exhaust manifolds. Even use the 302 until you can find an early 5 bolt 260 or 289. Drive it home for \$350 or best offer, then sell off some parts, doors, dash pad, etc. Terry Dalsky, 1800 April Lane, Stevens Point, WI 54481. (715) 344-3292.

63 Ranchero w/66 GT Mustang 289 4V, top loader 4 spd., 5 bolt front & rear (changed to V8 in late 67), \$1,200. Terry Dalsky, 1800 April Lane, Stevens Point, WI 54481. (715) 344-3292.

63½ Futura 2 Dr. Hardtop, 23,000 miles on genuine remanufactured Ford engine, 6 cyl., 170 cu. in., auto. trans., bucket seats, new drum and parking brakes, new Motorcraft battery. Needs minor body work. Upholstery requires replacement. Attractive dark blue exterior, medium blue interior. Price reduced - lost storage. Asking \$2100. Richard Clark, 75 Thayer Rd., Manchester, CT 06040. (203) 649-8520 after 5 p.m.

63 Hardtop, was a Falcon Sprint, all Sprint goodies gone except suspension. Has 170 6 cyl. auto, P.S. bench seat. Has 6 cyl. door I.D. plate and matching title. Runs and drives, restorable. \$425 OBO. Joe Zuccolillo, 1990 Oak St. N. Clearwater, FL 34620. (813) 530-4888 leave message.

64 Falcon Futura 2 Dr. Hardtop, Guardsman Blue. 2nd place in 64 HT Class at 87 Nationals. 5,000 miles on complete overhaul of 351W 3 speed, auto, American racing wheels w/70's new blue and white upholstery. NO RUST. \$4500. Jeff Saxton, 616 E. Green, Winterset, IA 50273. (515) 462-3322

62 Falcon 4 Dr. Sedan, 170 cu. in. 6 cyl. manual. All original and in very good condition. Registered and less than 1000 miles since purchasing from original owner. 48,000 miles. (2) small rust spots in the usual place, but otherwise sound. Asking \$1500 OBO. Hil Kumnick, 55 Hampshire Rd., Meriden, CT 06450. (203) 238-9756 after 3:00 p.m.

Calendar of Events

Washington - The Northwest Chapter of the Falcon Club of America announces their new, permanent meet place and time: Korum Ford in Puyallup, WA the first Sunday of each month at 1:00 p.m.

Kansas/Missouri - Mid America Falcons Chapter meets on the first Friday of every month at Santa Fe BBQ on 7 Hwy. in Olathe, KS. If interested call (913) 294-2599 or (816) 452-1967.

November 2, 1987 - Georgia - The Southeast Chapter will have an officers meeting at the home of Betty and Joe Peppers.

November 13, 1987 - Colorado - The Mile Hi Chapter will have a business meeting and election of officers.

December 7, 1987 - Georgia - The Southeast Chapter will have an officers meeting at the home of Sara and Lynn Moon.

December 19, 1987 - Colorado - The Mile Hi Chapter will have their Annual Christmas Party.

February, 1988 - Delaware - The Mason-Dixon Chapter will be planning their annual dinner at Glasgow, Del. Those interested in attending should get in touch with Elmer Furman at (302) 798-8043 about reservations. It will be at the Red Barn again on Route 40.

August 11, 12, 13, 1988 - Georgia - 9th ANNUAL NATIONAL MEET. Make your vacation plans now to meet us in Atlanta for a great weekend.

MEET REPORTS

The Founder's Chapter met at Bowen's Restaurant in Arkadelphia, September 19 at 5 o'clock for dinner. The group then went to Tommy and Dorothy Hayes' home for their meeting. Most of the meeting was the discussion and plans for the Regional Meet. After our meeting was adjourned, we enjoyed folk and square dancing and delicious refreshments furnished by our co-hosts, the Hayes and the Dahlstadts. Our next meeting was held at Mr. K's Restaurant, October 10, in Benton, with sixteen present. Final plans were discussed and made for the Regional Meet to be held at Hot Springs October 23 & 24. There will be a style show for the ladies on Friday. Also, Friday night at 6:30 we will serve hot dogs. The auction will be Saturday afternoon at 2:00.

The Lone Star Chapter met on September 20 at The All Fords Picnic that was sponsored by the ROD Club. There were fourteen members' cars shown in the Falcon class. That was more cars than in any other class. Hurrah, Falcons! Member Jerry Hutchinson won "most outstanding" in the Falcon class with his 64 baby blue Sprint Convertible. The club's meeting helped join two new members who drove all the way from Wichita Falls.

The Southeast Chapter attended the First Annual Street Masters Car Club 1987 Benefit Car Show at Bishop Park, Athens, Ga., on September 19. There was one class for Falcons and the winners were Gary Goddard, 1st, 63 Falcon Futura, and Mack Ratchford, 63 Sprint Hardtop. The Southeast Chapter won the plaque for the club with the most cars in attendance. On Saturday Oct. 3 Sara Moon, Betty Peppers, and Wanda Goddard sold crafts at the Annual Walnut Grove Craft Show and raised money for our treasury. Sunday, Sept. 27, we had a cookout at Indian Springs State Park. During the afternoon the ladies and children rode the pedal boats and played putt-putt golf, while the men talked Falcons.

The Mason Dixon Chapter had a beautiful fall day for our meet at Winner Ford in Dover, Del. Shame you missed it! We had 17 real nice Falcons to put out front of the showroom on the grass and they drew a lot of attention. We had them from 61-65 and 67-69. From Sedans, Rancheros, and Convertibles and they came from six states—Del., Md., Pa., N.J., N.Y., and Va. I would like to thank all those that took the time to come to our different meets this year. Especially Frank Servas, Jr., from New York. He came over 400 miles round trip to be in Dover this year twice.

The Gateway Chapter met October 27 aboard the riverboat President at the foot of the Gateway Arch on the Mississippi in St. Louis. Twenty members enjoyed an evening of dancing during a two hour cruise down the river. A brief meeting was called at the start of the cruise. Officers for the following year were elected. A final decision was made to host a Regional Convention May 14 and 15 at Noah's Ark Motor Lodge in St. Charles, Missouri. Included will be an all Ford car show and as large a car parts swap meet as possible. We encourage all vendors and individuals with parts to sell to attend as we have been having a lot of demand for Falcon parts in this area. Members wanting to show their Falcons will have the opportunity to enter their car in the all Ford car show and the Falcon show on Saturday. Mark your calendar now and join us for a great Regional.

The Mile Hi Chapter had thirteen cars participating in the Lakewood Parade September 5th. This was the largest turn-out for a parade thus far. After the parade, we went to Herb and Clara Long's for pizza. We also had a Mystery Trip in September and had a good turn-out. It was a beautiful ride in the mountains and a fun day. We had a By-Law Committee meeting in October.

QUESTIONS ABOUT BACK ISSUES?

Many of you are new members of the club and are writing to us and asking if there are possibly available back issues of The Falcon News. We are sorry but no back issues are available. We suggest you send us an ad and inquire in the Miscellaneous section of the newsletter if there are any members who have back issues available for sale. You might also find a member of the club in your vicinity and copy some of his/her issues. Thanks to all of you who are writing and we are sorry we can't help you.

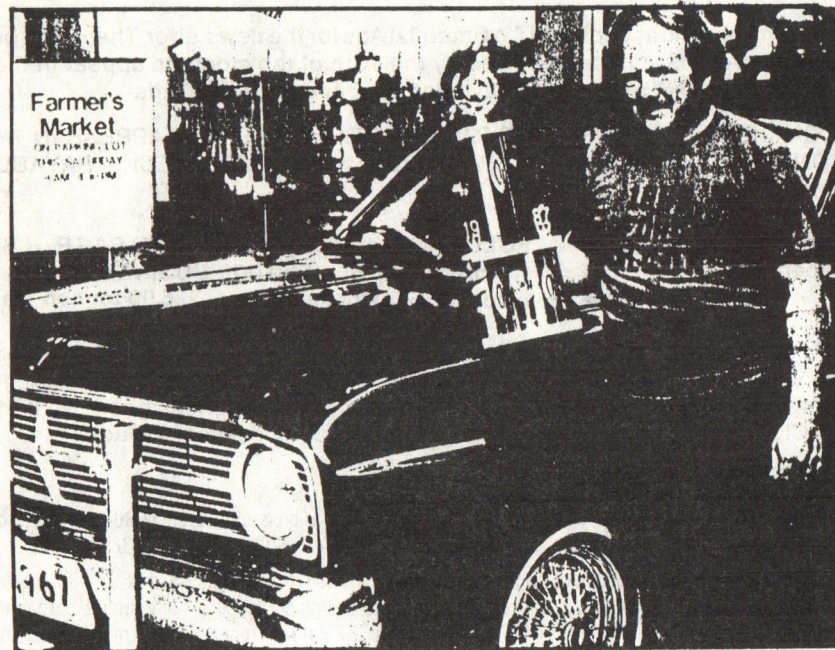
The Editors

Need a Christmas Idea???

The deadline for ordering any item from the Club Store to receive in time for Christmas giving is December 10th. Don't forget the limited edition belt buckles are available and would make a great Christmas gift for that Falcon lover. A photograph of the belt buckles was shown in our June 87 issues of The Falcon News.

GOT A HINT FOR THE NEWSLETTER?

We need your help!!! Do you have a suggestion for the newsletter or a technical tip you haven't seen lately in The Falcon News? How about writing us about your recent restoration project? Send us before and after pictures. Do you have that hard to find part and need some extra cash? Did you just see a good article about Falcons we could use in the newsletter? Got any cover ideas? We, the Editors of The Falcon News, are here to help you and also seek your help. Why not write us today.



On the ground. Bob Kline of Pottsville received the first place trophy for his 1967 Ford Falcon during the antique auto competition at the Fairlane Village Mall on Saturday night.

Second place trophy went to a 1949 Crosley owned by Mike Kitsock of Mahanoy Plane, and third place to a 1947 Ford owned by Don Snyder of Minersville. (Bob Kyler photo)

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Gary

Kerry

★ ★ ★ SPECIAL NOTE ★ ★ ★

All ads for the classified section of the newsletter must appear with a member's name to be considered a free ad (see page 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each. (Classified ads are limited to 50 words or less) All items listed in the classified must have a price. Ads submitted without prices will be returned to sender.

Detroit Creates Market for Gas Hogs

Reprinted from Rocky Mountain News, July 7, 1986.

Editor: In hushed, almost conspiratorial tones, a recent KOA radio commercial spot for an automobile dealer stated that it is now possible to buy a powerful V-8 engine for less than it would cost to buy a 6-cylinder engine in a new auto.

At first glance, there may not be anything remarkable about what many would consider a routine commercial spot on radio. But taken in context with the clamor over "gas guzzlers" and energy conservation in the past few years, the ad is most interesting. Especially when the primary emphasis of energy conservation was the claim that consumers were at fault for demanding large gas-guzzling V-8 engines and that the auto industry was but an innocent party in providing them.

Of equal interest is the lack of fuel-efficiency emphasis in auto-sales ads of recent years, as the auto industry and assorted others lament the alleged disinterest by consumers in energy conservation.

An examination of auto industry ads of the 1950s and 1960s will reveal that it was the auto industry itself that created and purchased advertising designed to create the consumer demand for the large autos. Longer, wider, heavier, larger engines, more luxury, more power was the emphasis of the ads prior to the "energy crunch" of the 1970s.

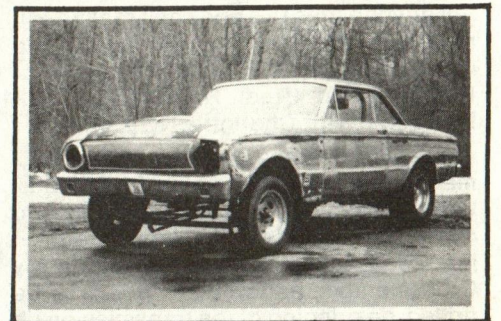
Suddenly OPEC jacked up prices and the consumer was alleged to have created the reliance on and demand for the gas guzzlers. Never mind the fact that consumer demand resulted in the auto industry producing the Ford Falcon and other fuel-efficient autos in the late 1950s and early 1960s. The Falcon was powered by a 6-cylinder engine, the auto could carry six people in greater comfort than the tin cans of the 1980s, but operated at 25-30 mpg at a time when gasoline was cheap.

Written by Richard Becker, Broomfield, CO.

Submitted by Ray Roberts, Lakewood, CO.

DO YOU REMEMBER THIS CAR???

Does any member of the club remember this car? This 1963 Falcon Drag Car was called the **Falcon Gasser**. It won New England Class Champ in 1967. It has always been a race car since new and is presently being restored by Rick Bassett of Groton, MA. (Submitted by Joe Bassett of Groton, MA).



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Welcome

New FCA Members for September '87

Bob Compher (3180)	1736 Kenton St.	Aurora, CO 80010
D.E. Pennington (3181)	1214 Westinghouse Dr.	Hot Springs, AR 71901
Donald Polk (3182)	71 Wilson Ave.	Amityville, NY 11701
Benjamin C. Talaferro (3183)	33826 Timmy Dr.	Sterling Hts., MI 48310
Jack S. Brent (3184)	6427 Neddy Ave.	Canoga Park, CA 91307
Gregory C. Landis (3185)	R.D. 4, Box 368-A	Dover, PA 17315
Dorman E. Kocher (3186)	Lot 44, Lake Forest Tr. Pk.	Felton, DE 19943
Jimmie A. Johnson (3187)	458 N. Carrington	Buffalo, NY 82834
Jason S. Kleckner (3188)	1990 Miller Ave.	Emmaus, PA 18049
Melvin Y. Ohara (3189)	544-11th Ave.	Honolulu, HI 96816
Tammy L. Caswell (3190)	133 River Rd.	Somerville, NJ 08876
Donnie F. Beasley (3191)	Rt. 2, Box 377	Benson, NC 27504
Larry R. Bowcock (3192)	20324 Winchester Ave.	Margate, NJ 08402
Tommy B. Webb (3193)	6 Wildwood Rd.	Cornelia, GA 30531
Joyce K. Black (3194)	269 E. St.	Carlisle, PA 17013
Charles R. Migatz (3195)	P.O. Box 15718	Philadelphia, PA 19103
Mark B. Haldeman (3196)	R.D. 6, Box 178F	Manheim, PA 17545
Alan B. Robinson (3197)	6648 W. Bayaud Ave.	Lakewood, CO 80226
Jerry P. Jacobson (3198)	1377 Rivermist Dr.	Lilburn, GA 30247
Jim L. Daniel (3199)	1809 Cox St., Apt. 114	Carrollton, TX 75006
Larry Schisler (3200)	9231 Ranch Meadows	St. Louis, MO 63136
David L. McDaniel (3201)	2510 Vineville Ave.	Macon, GA 31204
Reggie Guillory (3202)	20326 Bothell Way S.E. #102	Bothell, WA 98012
Duard Finkenbinder (3203)	311 West St.	Dardanelle, AR 72834
Samuel J. Bann (3204)	636 W. Mahanoy	Mahanoy City, PA 17948
Joey Schoeph (3205)	3536 Saginaw Dr.	Fort Wayne, IN 46802
Odell J. Standridge (3206)	Rt. 4, Box 13	Cabot, AR 72023
Floyd B. Taylor (3207)	Rt. 1, Box 231	Scott, AR 72142
Brian D. Berry (3208)	8192 W. 7	Pine Bluff, AR 71603
Larry Teal (3209)	2301 Ivy St.	Cheraw, SC 29520
Michael J. Swain (3210)	214 Stirrup Rd.	Swedesboro, NJ 08085
Mackie Richey (3211)	1100 W. Goodall	Marion, IL 62959
Don K. Rossman (3212)	7831-116th Ave. S.E.	Renton, WA 98056
Gerry Sutkowski (3213)	P.O. Box 87	Cassville, NJ 08527
Robert W. Vaughn M.D. (3214)	1123 Washington Ave.	Allentown, PA 18103
Daniel P. Steiling (3215)	1831 Coastland Ave.	San Jose, CA 95125
Dave W. Steigerwalt (3216)	138 South 21st Ave.	Manville, NJ 08835
Mike & Sue Collias (3217)	Box 1525	Chas., WV 25326

TECHNICAL ADVICE GIVEN

DISC BRAKES ON EARLY V8 FALCONS

Find a 76 to 80 Granada...remove the spindles, rotors, calipers, etc. Remove the Falcon spindles, drums, etc. Install Granada parts on Falcon. Use all Falcon ball joints, tie rods and go ride. Easy to do. I did it to a 64 V8. Next will be my 63 V8. Here's a picture of my 63 Convertible. It has 54,000 miles and the 260 is still o.k. My car was stored 17 years so paint, upholstery and trans. were shot, but there was no rust. I ran the 17 year old points and condenser for around 6 months.

If anyone tries this and can't really get it right, just pick up the phone and call. Make it on a **Saturday**, 1-704-596-7809, ask for Red. Garland (Red) Humphries, 7712 Bruchshire Rd., Charlotte, NC 28213.

P.S. Just in case you are interested I make bolts in Crossmember for Falcons. When you change over to a C-4 or FMX, no matter what's done to the spring mount, it just can't support the extra weight. My Crossmember bolts in. No holes to be drilled, no grinding of the transmission rib either.



Inside Sprint offered your bucket seats in a choice of gold, two-tone blue, two-tone aqua, red, or black vinyl with silver piping. A console tucked neatly between these bucket seats and color-keyed carpet cushioned beneath your feet. The interior was top of the line. The dash had the tachometer mounted top center. Its face read Sprint. The Sprint emblem was also placed on the glove box door. Unique to Sprint was the sport-type steering wheel with simulated wood rim and perforated horn bar spokes.

Sprint dimensions were 109.5" wheelbase with a 181.1" overall length. Turning diameter was 38.8 feet. Steering ratio was 27 to 1 for manual or power steering. Overall width was 70.6". Height was 53.2" for the hardtop and 54.1" for the convertible. Trunk volume was 25.9 cubic feet in the convertible. Base price of a Sprint hardtop was \$2,603 and \$2,837 for a Sprint convertible.

Only single colors were available for Sprint. Thirteen colors were offered: Raven Black, A; Corinthian White, M; Rangoon Red, J; Champagne, I; Glacier Blue, Y; Viking Blue, E; Oxford Blue, H; Peacock Blue, B; Ming Green, D; Tucson Yellow, R; Sandshell Beige, T; Rose Beige, W; and Heritage Burgundy, X.

Falcon accessories were available on Sprints as well. Some of these were: Ford Air Conditioner (power steering required and unavailable with 4-spd.); color-keyed padded instrument panel; padded sun visors (hardtop); all-transistor, push button radio; Studio Sonic System for hardtops; power steering; backup lights; self-regulating electric clock; seat belts; tinted glass; white side wall tires; 2-speed electric wipers; windshield washers; conventional rear radio speakers (hardtop); door edge moldings; locking gas cap; deletion of Fresh Air Heater; license plate frames; contour floor mats; and many more. (Optionally, the Falcon Squire wagon could be equipped with Sprint bucket seats, console, Challenger 260 V-8 and 4-speed stick shift).

Engine block color for the Sprint V-8 was black. Chrome accessories were used such as valve covers with Sprint decals and a chrome air cleaner.

Sprint's real purpose in the market place was to test for the Mustang. There were 10,479 Sprint hardtops built and 4,602 convertibles. These were priced higher than the not yet introduced Mustang and today offer a realistic alternative to the enthusiast who wants a Ford-bred performer at a liveable collector price. Sprint definitely is the ultimate sport Falcon

Editor's Note: Thanks Gene for an interesting article.

Mason Dixon Chapter's Meet at Winner Ford Dover, Delaware September 26, 1987



The 63½ Sprint, a Sport Falcon

It began with a Ford 1963½ product information sheet dated for release Wednesday, January 9, 1963. The big news was two new "Fastback" Ford Sport Coupes, two new "Fastback" Falcons, plus a Convertible and "Fastback" Hardtop Falcon "Sprint".

Sprint was described as "a sporty, Falcon-based performance car that features a powerful 260-cubic-inch V-8 engine, bucket seats, a 6,000 RPM tachometer, 10-inch brakes, heavy-duty suspension and an optional 4-speed manual transmission."

Rumors arose over the years of six-cylinder Sprints. A little knowledge of Futura hardtop and sport coupe would tell you such a vehicle as a Sprint with a six would have no need to be built.

To know what a Sprint was you must know what a Falcon was. Falcon was Ford's success story in the compact market starting in 1960. Economy and basics were its attributes. America was a changing place and during late 61 and early 62 Ford discovered Falcon buyers liked seats and sporty items. It didn't take long and a convertible debuted with the 1963 introduction. If everything that looked sporty was popular on Falcon then, why not give Falcon some "sport".

The power choice for Sprint was the 260 V-8 for a Falcon that could really fly. Ford did more than just slip a V-8 into an existing body. Their mid-size Falcon-based Fairlane had a V-8 so the engineers knew what was needed for the Falcon. Fourteen places were strengthened in the unit body/chassis. Increased thickness was added to some members or additional struts used. Most all modifications were from the cowl forward. Shocks and springs were stiffer all around. Rear springs got an extra leaf (five only for six-cylinder Falcons). Bigger 10-inch brakes were used with a total of 154 square inches of lining area. 5-bolt wider rims and larger tires, 6.50 x 13", was what Sprint road on.

The heart of every Sprint was its engine. The 260 put out 164 hp. at 4,400 RPM. Maximum torque was 258 at 2,200 RPM. Bore and stroke was 3.80 x 2.87. Compression ratio was 8.7 to 1. A 2-barrel carb sat on it all. Regular gas was what it sipped. The power to weight ratio was good. Hardtops weighed 2.915 pounds and the convertible 3,080 pounds. A fully synchro 3-speed (standard) and 4-speed were available for the stick-shifters. The Fordomatic was optional as well. Rear axle was the same used on Falcon Club Wagons and V-8 Fairlanes. The ratio was 3.25 with all transmissions.

Sprint used the same basic engine as the sensational Cobra. With this, Sprint set out to create its own legend. It started with a class win at the 2,600 mile gruelling Monte Carlo Rallye. This was followed by overall wins in Tulip, Geneva, and Mexican Rallyes. Then another class in the Alpine Rallye. The Trans-Canada Rallye had Falcon coming in second, third, and ninth. Here they also took both team award and the manufacturers award.

Styling was Falcon reaching its best. For 62 front fenders, hood, and grill were revised. Now for 63 a refined grill made Falcon very handsome. The new fastback roof gave a family resemblance to the big brother Galaxie. The low roof line and windshield ontour gave Sprint the look of a much bigger car. A "floating" windshield mounted inside rear view mirror was used like on Thunderbird. Vinyl roof coverings were available in black or white. Standard rocker panel trim gave the body a leaner look with the side-center spear exaggerating length. Wire-wheel covers with 3-prong simulated spinners were standard adding to the sporty appearance.

Sprint script and V-8 emblem appeared just ahead of the front wheel opening in the body contour. On the roof "C" pillar was the Sprint emblem. The rear panel between the taillamps read Falcon unlike the other hardtops and convertibles that read Futura.

Letter from a Member

Dear Falcon News Editors:

Originally, we had a '62 two door. We bought it new in 1962. It was rear-ended twice and finally in '82 a five time loser, drunk, really creamed me!!! Couldn't see my signals!!! Beloved "Peanuts" was put to rest in a local junk yard, and I joined the Falcon Club of America.

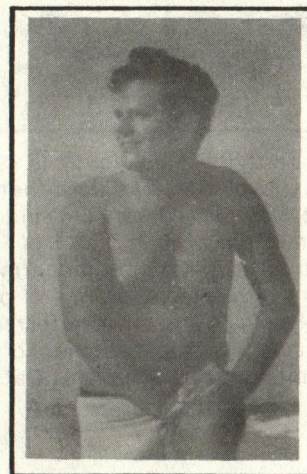
I had always wanted a convertible. So why not now??? Finally, in 1985, a '65 Futura seemed good! It was in Charlotte, North Carolina, so I took a long bus ride (journey) from South Florida and a drive back. The seller told me it had had a Fort Meyers Beach Permit when he bought it ten years before. The car was originally ordered through Jacksonville, and was assembled at Lorain, June 14, 1965.

Having decided on a long restoration, I began tearing this and that out. When I pulled the broken glove box out, there was a plop, and out fell an aluminum 35 mm film case, yellow top—inside, an exposed film. The soft metal case had been jammed by a cable and held there! I took my roll down to the local photo palace. The man said, "No way. It's an out of date process. You need a C-22." So I called others with the same sad tale.

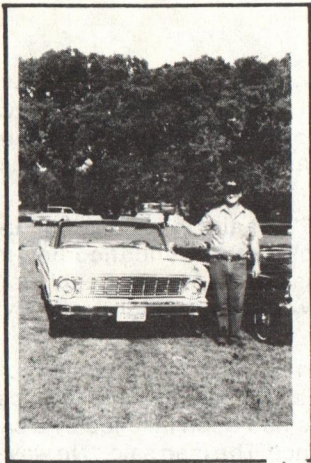
Then I got smart and called Kodak in Rochester, N.Y. "Oh no. We discontinued that type film in '68, but there is a place in Little Rock, Arkansas that handles C-22." A call to Kolor Print in Little Rock... "Oh yes. \$10 pre-paid. No guarantee!" Ten bucks or not, I couldn't stand looking at the cassette. Off it went and a few days later, was returned. Not good, but not bad. Photos of a young couple on the beach drinking a six pack of Millers. The beach is a coarse yellow sand and eroded. Very much like our southeast coastline with a set of long steep steps.

Who is this couple??? Perhaps they were the original owners! But the remarkable point is that this film, which had to be dated after July 1965 and before 1968, was "lost" in the fiberglass under the dash. All the heat, and the cold; all the changes of climate. It was still developed and showed me strangers. A part of my Falcon, a part of its history... do you know them???

Robert Herrault, 75 Akron Rd., Lake Worth, FL 33467.



Do you know these former Falcon Owners???



Jerry Hutchinson holding his award

Lone Star Chapter's All Fords Picnic September 19, 1987



Member Returns From Trip to Australia!!!

1984 Australian Falcon



Hi! Just returned from two months in Australia. Thought you might be interested in some Falcon info from down under. Of course the name has never been lost there. From what I saw it seems to be (and has been) one of the most popular cars there. Right from 1962 when they sold the identical cars to North America (with RHD of course) then the 60's when there were sheet metal changes (mostly fenders and grill)—to the 80's where they now have a one-of—not sold anywhere else, except Australia and a few south hemisphere countries that use RHD (ex. New Zealand, Fiji). The picture is 1984 but 1986 is almost identical. It is the standard middle-level business auto there—similar to position of the Chevy Citation here. Of course it is 'old platform' RWD but the powerplant is interesting. 4.1 liter in low 6—I suspect similar parts to 250 cil. 6 of Ford North American except uses aluminum cylinder head. I drove in one—much more powerful than Fairmonts-Mustangs that were sold here with sixes. Because of popularity, parts network, dealer support, and price it will likely remain in same form for many years and not likely equaled by the Japs who of course have the largest segment of the Austr. market. Their "big" 6 seaters are of course all modern spec. such as Datsun Maxima and cost over \$5000 more.

So Falcon will surely live forever!

Regards, Ron Grant, 2250 Nightingale, Dorval, Quebec, CN H9S1E6

for FORD FALCON & 1960-66 RANCHERO

TIE ROD ENDS									
YEAR	MODEL	ENGINE/STEERING	Right Hand Outer	Right Hand Sleeve	Right Hand Inner	Center Link	Left Hand Inner	Left Hand Sleeve	Left Hand Outer
1970	After 1-1-70		ES-387R	ES-2004S	DS-769	DS-774	DS-769	ES-2004S	ES-387R
67-70	To 1-1-70		ES-360RL	ES-2004S	ES-363RL	DS-747	ES-363RL	ES-2004S	ES-360RL
1966	All		ES-359R	ES-2004S	ES-359L	DS-746	ES-359L	ES-2004S	ES-359R
64-65	After 6-10-64	6 Cylinder	Manual Strg.	ES-317L	ES-607S	ES-317R		ES-317R	ES-607S
				ES-327R	ES-2004S	ES-326R		ES-327L	ES-2004S
		8 Cylinder	Manual Strg.	ES-336R	ES-2004S	ES-713	DS-743	ES-713	ES-2004S
63-64	To 6-10-64		Power Strg.	ES-336R	ES-2004S	ES-713		ES-714	ES-638S
		6 Cylinder	Manual Strg.	ES-317L	ES-607S	ES-317R		ES-317R	ES-607S
			Power Strg.	ES-326R	ES-2004S	ES-327R		ES-327L	ES-2004S
60-62	All	8 Cylinder	Manual Strg.	ES-328R	ES-2004S	ES-329R		ES-329R	ES-2004S
			Power Strg.	ES-328R	ES-2004S	ES-329R		ES-329L	ES-2004S
				ES-317L	ES-607S	ES-317R	ES-608	ES-317R	ES-607S

Manual steering.

1965 only.

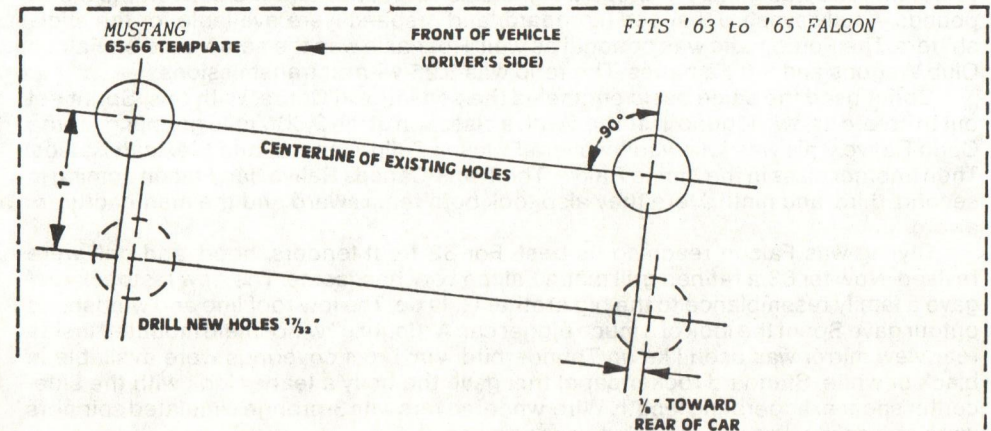
K-8081 IDLER ARM WITH FRAME BRACKET
Comet 1964
Falcon 63-64

K-8111 PITMAN ARM
Comet 63-64
Falcon 63-64

K-8106 IDLER ARM
Comet 1965
Falcon 1965
Mustang 65-66

K-8035 LOWER CONTROL ARM WITH BALL JOINT
Ford Falcon 62-65
Ford Mustang 65-66
Merc. Comet 62-65

UPPER A-ARM LOWERING TEMPLATE: Actual Size



for FORD FALCON & 1960-66 RANCHERO

★ Questions - Call MOOG Answer Man 1-800-325-8886.

for 1960-70 FORD FALCON ALL MODELS

for 1960-66 FORD RANCHERO ALL MODELS

UPPER BALL JOINT			UPPER CONTROL ARM KIT	
Year	Model	High Performance Manual Adjustable Improved Standard Design	Year	Description Part No.
1970	All	K-8142	66-70	Shaft Kit K-8131 or K-8233
63-69	All	K-8036		Bushing Kit K-8278
60-62	All	K-8032 K-812A	61-65	Shaft Kit K-8053
			1960	Shaft Kit K-15
				Bushing Kit K-8039
				2 Kits required per car.

LOWER BALL JOINT & CONTROL ARM			LOWER CONTROL ARM KIT	
Year	Model	High Performance Manual Adjustable Improved Standard Design	Year	Description Part No.
68-70	All	K-8029	66-70	Shaft Kit K-8192 or K-8239
66-67	All	K-8029		Bushing Kit K-8132 or K-8237
62-65	All after 10-15-61	K-8029	60-65	Shaft Kit K-8034
60-62	All to 10-15-61	K-815 K-809		2 Kits required per car.

- K-8243A cam and bolt kit (less bushings) available for optional use when necessary (2 bolts per kit).
 Use K-8142 on vehicles having replacement arms with three (3) bolt holes.
 Problem solver rubber bushing type shaft kit. K-8131 threaded type shaft kit cannot be installed if K-8233 was previously installed.
 For use on K-8233 shaft kit only.

★ From MOOG Automotive, P.O. Box 7224, St. Louis, MO 63177.

IDLER ARM & PITMAN ARM KITS

			IMPROVED DESIGN		PITMAN ARM
			Idler Arm	Idler Arm Bushing Kit	
				Bracket End Center Link End	
YEAR	MODEL/STEERING				
1970	After 1-1-70	Manual Steering	K-8153		K-8103 K-8129
		Power Steering	K-8155		K-8137
67-70	To 1-1-70	Manual Steering	K-8162		K-8103 K-8129
		Power Steering	K-8159		K-8137
1966	All	Manual Steering	K-8159		K-8109 K-8129
		Power Steering	K-8159		K-8109
1965	8 Cylinder	Manual Steering	K-8106	K-8094	
		Power Steering	K-8106	K-8069	
60-65	6 Cylinder Manual Steering	To 1-7-63	K-8160	K-379	
		After 1-7-63 to 2-3-64	K-8160	K-8069	
		After 2-3-64	K-8160	K-8094	
		To 2-3-64	K-8107		
63-64	8 Cylinder after 5-23-63	Manual Steering	K-8081	K-8067	K-8111
		Power Steering	K-8052	K-8110	

With 1 1/4" sector shaft.

RETURN OF THE FALCON

Call It A "Labor of Love"

BY PETE PESTERRE

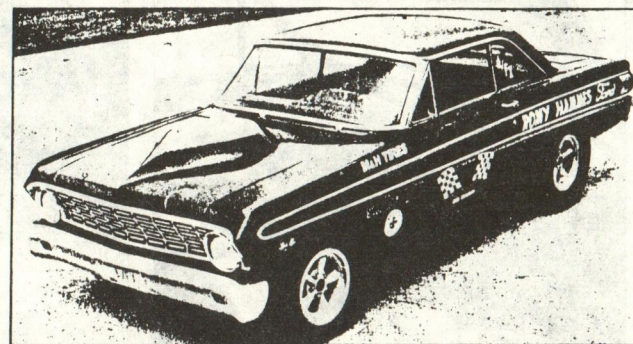
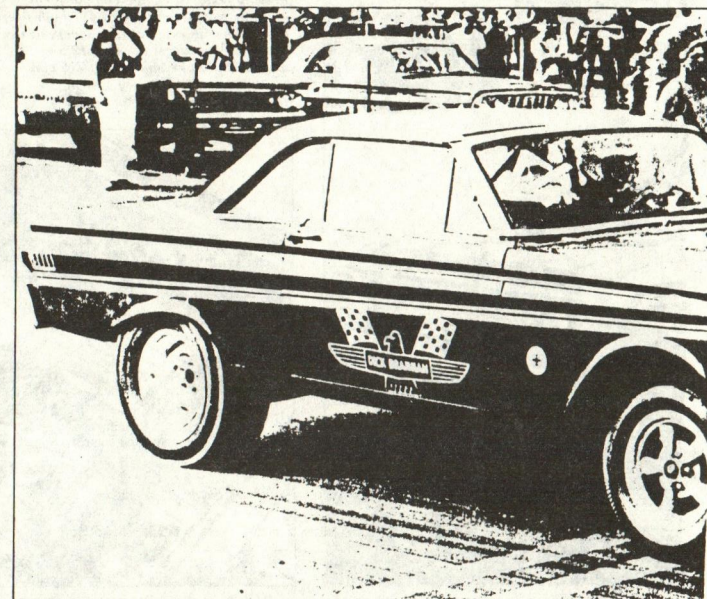
One of the nice things about the typical auto enthusiast, is he is almost always willing to help out a fellow enthusiast in need. Not so much in a monetary sense of course, but more

towards turning a wrench or providing good, sound advice. We've seen it everywhere; street-machine events, rod runs, at the dragstrip—even the boulevard. It kind of restores your faith in humanity when you hear about some poor devil who traveled clear across the country in his machine and ended up breaking down at the half-way point (in the middle of nowhere according to Murphy's Law), but still made it in one piece, thanks to a couple of guys who took the time to stop and help out.

We recently came across one of the best race car restorations seen in years, and found that its builders could probably rewrite the book on "lending a helping hand." While John Gushwa will never have the opportunity to express his thanks to his enthusiast friends for a job well done, we figured we should give credit where credit is due.

It all began in the summer of 1980 when John purchased what looked to be a rare '64 A/FX Ford Falcon raced some eight years ago by the factory. As with any vintage machine (especially an old race car), the Falcon was, for the most part, in need of some serious attention. With the engine blown (as in blown up), the body heavily damaged, the interior a complete disaster area, and the rear suspension having been literally butchered by one of its previous owners, it looked to be one

of those projects that nobody wants to touch. Nevertheless, Mr. Gushwa was hellbent on returning the Falcon to its original condition and proceeded to disassemble the racer piece by piece down to the last nut and bolt. John then proceeded with the first phase of restoration by spending countless hours and some \$2000 repairing the "butchered" rear fenders and suspension. (For the record both rear quarters had been modified to accept larger tires—in a rather unfashionable manner.)



It's difficult to tell the difference from original, as expert detailing puts Falcon into a class of its own. Only two of these ultra-lightweight (lightweight by yesterday's standards) were produced by Dearborn Steel Tubing in 1964, in conjunction with Ford's racing program.

Photos by Pete Pesterre Romy Hammes Ford

After roughly a year of toiling, we're told that John became rather disgusted with the whole project and chose to walk away from it until more money as well as patience could be acquired. (Sound like a familiar story?) Unfortunately, John would never see the Falcon past its present condition. A fatal car accident would take his life only a few days before Thanksgiving. And, this is where the story really begins.

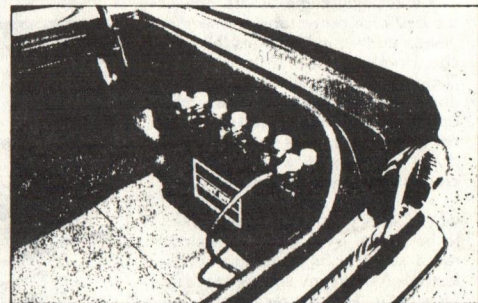
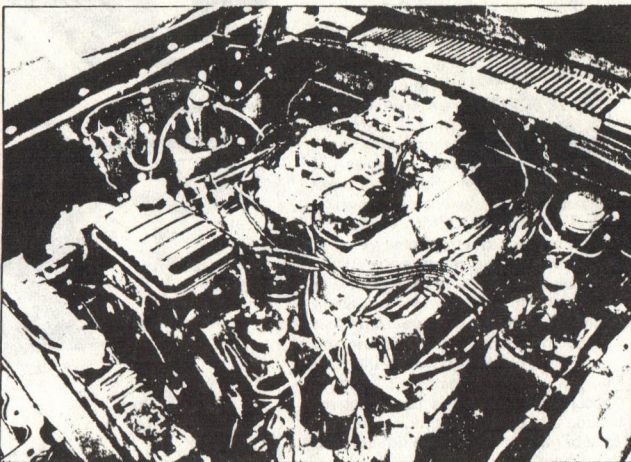
Before his death, John had cross-ed paths with three fellow enthu-

siasts, half a generation older than he, who were die-hard muscle car fanatics of the '60s: Bob Kasprzak, Jerry Buczkowski and Chuck Lewis. Bob and Jerry in particular, were in high school at the time the Falcon had actually been raced, thus their interest in the car greatly exceeded that of the typical car buff. Days after John's funeral, the three got together and obtained permission from the Gushwa family to complete the project with the intention that the final product could be shown in an up-

coming car show in March as a memorial to their friend. With the family's blessing and enough money to complete the car, the three restoration wizards loaded the Falcon on a trailer along with five pickup trucks filled with parts and headed to the Lewis home in late November.

As the four-month thrash program got into full swing, Bob, the instigator of the whole idea, began accumulating background material to help with the restoration. As he soon found, the Falcon was indeed the original, having been campaigned by Dick Brennan and Romy Hammes Ford back in 1965. Only two of these Falcons had ever been produced, originating back in a time when Detroit was at the height of its factory

Freshly restored engine compartment features totally refurbished 427 high-riser, complete with original spec block, heads, 14-to-1 pistons (cut down to 12.5-to-1) aluminum intake and Holley 715 cfm carbs. Note fuel delivery system, torque strap and radiator setup.



Even trunk retains gigantic battery used in the mid '60s. Naturally, its placement was designed to improve starting-line traction. Note careful detailing here as well.

Factory-restored interior sports original Bostrum bucket seats, door panels and trim, along with new carpet, headliner, Hurst shifter, S-W gauges and Sun tach. Seats were bolted to the floor and are non-adjustable.



Body is flawless featuring fiberglass doors, fenders, front bumper, decklid, and hood. Lettering and decals are identical to originals. Rolling stock consists of American mag wheels, Lee front tires, and M&H drag slicks.

involvement in drag racing. 1964 in particular saw Ford's 427 Thunderbolts in heavy competition with Chrysler's newly discovered street weapon—the 426 Hemi lightweight cars. Naturally, Ford had no intention of giving away an easy victory, and proceeded to beef up their racing program by involving some 10 dealerships nationwide to campaign their cars under the Ford banner. And, just to sweeten the pot, the FOMOCO executives offered a sort of internal bonus program to the dealerships by rewarding two of the most successful drivers with their choice of two prizes for their hard earned efforts; either a trip to Hawaii or a brand new A/FX Falcon. The recipients, Dick Brennan and Phil Bonner, naturally selected the cars.

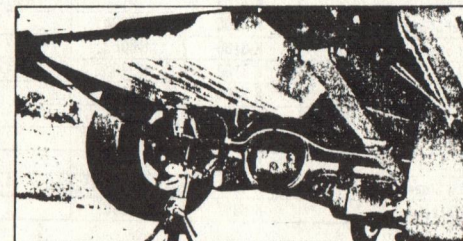
Built by Dearborn Steel Tubing, a custom race car fabricating center, Ford put a great deal of time and green stuff into the development of the new lightweight Falcons, incorporating better weight placement and horsepower gains in an effort to stay ahead of the Chrysler strategy. (The improvements would later be incorporated into the new Mustang.)

Although Brennan and Bonner competed the Falcons the following year with some margin of success, Bonner did much better, running almost half a second quicker than

Brennan. After the '65 season, Brennan gave up his driving helmet and jumped on the Ford Factory Racing Program and sold the Falcon to a pair of weekend "bracket racers." Kasprzak found that the Falcon had changed hands three more times before his friend John took ownership on it. After eight long years of drag racing, you can imagine how much work would be required for a top-notch restoration. Lots of it.

Selecting the powertrain as a starting point, the three soon discovered that a search for a new engine was in order, as a Medium-Riser engine had previously resided under the Falcon's hood. After some intense searching, Bob stumbled across a complete Hi-Riser setup in reasonably good shape. Utilizing the talents of Vic Krol (current SS/F record holder), the Falcon's replacement engine was rebuilt to proper specifications using as many original components as possible. Since the Falcon was never going to see any race action in the future, it was decided that the engine should maintain some form of reliability, thus the standard 14-to-1 pistons were cut down to a more sensible 12.5-to-1 compression figure and the lopey camshaft was replaced with a milder 0.600-inch lift/300-degree piece. These were the only exceptions

Undercarriage is so clean it probably looks better now than it did 10 years ago. Factory-welded launch bars control Summers equipped nine-inch axle and 4.10 gears (Ford of course). Attention to details here is remarkable.



allowed during the rebuilding procedure as the engine was assembled with the factory specified forged steel crank, C-6 rods, eight-quart oil pan, two-four aluminum Hi-Riser intake manifold, Holley 715 cfm carburetors and dual point ignition. As you can see by the photos, the engine compartment looks like it came right out of the '60s. Ditto for the driveline, as the original Top-Loader four-speed was rebuilt—along with the nine-inch differential which now employs Summers axles plus a 4.30 ring-and-pinion supplied by Ford.

As the remainder of the mechanical work came together, Pete Delchambre was called on to prepare the body, fiberglass doors, fenders, bumper, decklid, and hood for paint. Once completed, Bruce and Chris Langton utilized their spray gun talents by applying numerous coats of Ditzler maroon lacquer to the Falcon. Complimented with the proper lettering and decal arrangement, the exterior was then finished off with a set of American mag wheels mated to Lee tires and M&H drag slicks.

Saving the best for last, the interior was completely gutted and refurbished in the proper manner by acquiring the talents of Bryant's Trim Shop in South Bend to install new carpeting, headliner and red-dye the Bostrum seats and door panels. As you will notice, the rare and original Bostrum bucket seats are retained, along with Stewart-Warner gauges, Sun tachometer and Hurst Super Shifter.

After 500 hours of hard labor, Bob, Jerry, and Chuck managed to complete the Falcon in time for the Auto Club Cavalcade of Wheels show in just 3½ months—taking a first-place prize to boot! All three are quick to point out that the community became very involved with their project during its restoration as auto parts shops and other businesses donated everything from spark plugs and gear oil to paint materials and hamburgers to assist in helping to make the March deadline. To be quite honest, the completed Falcon today looks better than it did 10 years ago when Dick Brennan was busy gathering trophies with it. As we go to press, PHR has been informed that Jerry Hammes (son of Romy Hammes) is presently making plans to acquire the Falcon to display it in one of his business offices. We'd just like to tip our hats to Bob, Jerry, and Chuck for a job well done. If everybody had devoted and dedicated friends like these folks, the world would be better for it.